

1990



DEPARTMENT OF THE NAVY

COMMANDER FIGHTER WING ONE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5200

5750

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From: Commander, Fighter Wing ONE
To: Chief of Naval Operations (OP-09BH)
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1990

Ref: (a) OPNAVINST 5750.12D

Encl: (1) COMFITWING ONE Command History
(2) COMFITWING ONE Calendar Year 1990
(3) Biography of Captain R. W. Potter
(4) Photograph of Captain R. W. Potter
(5) Former Wing Commanders

1. Per the reference, enclosures (1) through (5) are submitted.


R. W. POTTER

Copy to: (w/o encls (3), (4) and (5))
COMNAVAIRLANT (Code 013)
COMTACWINGSLANT

Commander, Fighter Wing ONE

COMMAND HISTORY

Commander Fighter Wing ONE was established on 1 July 1971 replacing Commander Fleet Air Norfolk as supervisor, coordinator and director of operations, maintenance, supply and administration for Atlantic Fleet Fighter squadrons. COMFITWING ONE assumes the overall responsibility for the continuing material readiness and type training of all fleet squadrons and units within the Atlantic Fleet F-14 fighter community. In addition, COMFITWING ONE is administratively responsible for support for Fleet Composite Squadrons 8 and 10. The Commander coordinates, for the squadron/air wing commander, the scheduling of such functions as safety inspections, aircraft material inspections and modification programs, Standard Depot Level Maintenance (SDLM) schedules, unit weapons deployments and competitive exercises. COMFITWING ONE also assists the air wing commanders and fleet squadron commanders in all aspects of training and material readiness while shore-based and, when appropriate, when squadrons are deployed.

At present, Fighter Wing ONE consists of 12 fleet operation squadrons flying the F-14 Tomcat, Fighter Squadrons 43 and 101 and Fleet Composite Squadrons 8 and 10. The Fleet Readiness Squadron, Fighter Squadron 101, provides replacement aircrew and maintenance personnel training for the F-14. Fighter Squadron 43, the Adversary Support Squadron, provides air combat maneuvering and out of control training for both fleet and FRS squadrons. Fleet Composite Squadron 8 provides fleet air support service while Fleet Composite Squadron 10 provides fleet air support service and defense for Naval Air Station Guantanamo Bay, Cuba.

Fighter Wing ONE is comprised of over 280 aircraft and more than 4,700 officers and enlisted personnel. The prompt provision of services and facilities to the squadrons and personnel that complement them ensures support and maximum combat readiness capabilities of the Atlantic Fleet Fighter community.

COMFITWING ONE CALENDAR YEAR 1990

1. Command Composition and Organization

a. Mission. To exercise administrative and operational control over readiness training squadrons and other units assigned. Fighter Wing ONE assists air wing commanders and fleet squadron commanding officers in all aspects of training and material readiness while shore-based and, when appropriate, while squadrons are deployed.

b. Commander. Captain Richard W. Potter

c. Command Relationship. Commander, Fighter Wing ONE reports to Commander, Tactical Wings, Atlantic.

2. Chronology

<u>DATE</u>	<u>EVENT</u>
21FEB90	Fighter Squadron 142 Change of Command. Commander Tallent relieved Commander Rutherford.
2MAR90	Fighter Squadron 84 Change of Command. Commander Chanik relieved Commander Deal.
30MAR90	Fighter Squadron 43 Change of Command. Commander Davis relieved Commander Berger.
4MAY90	Fleet Composite Squadron 8 Change of Command. Commander Mackin relieved Commander Motolenich.
23MAY90	Fighter Squadron 11 Change of Command. Commander Nichols relieved Commander Kimmel.
25MAY90	Fighter Squadron 101 Change of Commander. Commander Crandall relieved Captain Lyle.
12JUL90	Fighter Squadron 74 Change of Command. Commander Dupouy relieved Commander Grissom.
21JUL90	Fighter Squadron Composite 12 Change of Command. Commander Benefield relieved Commander Sameit.
9AUG90	Fighter Squadron 14 Change of Command. Commander Law relieved Commander Strickland.
29NOV90	Fighter Squadron 41 Change of Command. Commander Wuethrich relieved Commander Heimgartner.
7DEC90	Fighter Squadron 143 Change of Command. Commander James relieved Commander Jack.

22DEC90

Fighter Squadron 32 Change of Command. Commander Davis relieved Commander Slaven.

3. Maintenance Department

- a. Developed and implemented the Maintenance Officer/Maintenance Chief Petty Officer (MO/MCPO) Course which is designed to familiarize prospective MO/MCPOs with Fighter Wing Maintenance policies and procedures.
- b. Squadron Maintenance Training Improvement Program (MTIP) completion percentages continue to rise. Several squadrons achieved an all time high with an average completion rate of 89 percent.
- c. Coordinated the incorporation of the Enhanced Comprehensive Asset Management System (ECAMS) program into the F-14A(PLUS) aircraft. Identified training requirements, aircraft and ground station software deficiencies and squadron manning changes. Developed standard F-14 aircraft downloading procedures which were incorporated into the COMNAVAIRLANT ECAMS instruction and adopted by both AIRLANT and AIRPAC F-14 activities.
- d. Coordinated the installation of AFC-741 (ARC-182 UHF/VHF Communication System) into 80 percent of COMFITWING ONE F-14 aircraft. Installed C-11984/ARC (Have Quick) controls in these aircraft. Managed the warranty repair pipeline to Magnavox Corporation for all failed "Have Quick" units.
- e. Coordinated the installation of the ASW-27C "Fighter-to-Fighter" Data Link system into 60 percent of COMFITWING ONE F-14 aircraft. Managed the warranty repair pipeline to Harris Corporation for all failed units.
- f. Introduced the KS-153 LOROP Camera into the Tactical Air Reconnaissance Pods (TARPS) Program. Identified training requirements for user squadrons. Managed the logistics support pipeline between deployed carriers and Air Force/contractor repairs sites.
- g. Transitioned the AWG-15F Fire Control System from Interim Contractor Repair to organic Navy support. Coordinated the availability of "I" level support equipment for NAS Oceana and Atlantic fleet carriers. Assisted Aviation Safety Officer in the determination of Aviation Consolidated Allowance List (AVCAL) requirements and the distribution of assets in accordance with those requirements.
- h. Implemented the Maintenance Admin Module of the Squadron Administration Management System (SAMS) personal computer program. SAMS maintains a personnel data base for the squadron maintenance department. The program tracks accomplished training, qualifications, licensing and assists Navy Enlisted Classification (NEC) management through use of integrated Enlisted Distribution and Verification Report (EDVR) and Manpower Authorization data bases. Additionally, SAMS performs schedule management for the maintenance department and provides output reports for the entire squadron or filtered reports for select information.
- i. Implemented the Drive In Modification (DIM) program at Naval Aviation Depot (NADEP) Norfolk. Program is designed to incorporate all Technical Directive Changes (TDC) which were not previously incorporated. To date, 276

DIM changes have been incorporated into 34 aircraft.

j. Introduced a High Volume Low Pressure (HVLP) paint system to the fleet. The paint system provides for reduction in the amount of time to paint in addition to reducing the paint overspray into the atmosphere.

k. Attendance at Advanced Training classes showed a 70 percent increase over CY 1989 with a corresponding 108 percent increase in student manhours.

4. Readiness Commencement of Operation DESERT SHIELD in August prompted the unprecedented concurrent deployment of eight F-14 squadrons by years end. Accelerated turnaround schedules, together with determination and hard work, provided deploying squadrons the outstanding readiness capability to meet all tasking. Significant COMFITWING ONE events and achievements include:

a. First major development for F-14A(PLUS) squadrons. Reliability and mission capable levels were unmatched.

b. F-14 fleet introduction of the ASW-27C fighter-to-fighter data link provided increased tactical awareness and capability.

c. Simulator milestones achieved in 1990:

(1) After six months of marginal service, the contract with Technology Applications Incorporated (TAI) was terminated and Person Systems Integration (PSI) became the new Contracting Operation and Maintenance Simulator (COMS) contractor.

(2) Initiated pre-construction planning of the proposed F-14D facility.

(3) Replaced the roof in Building 240. This repair will prevent water damage to the simulators and associated facilities.

(4) Completed 2E6 simulator Tactical Scenario Improvement (TSI) which included:

(a) functional rear seat

(b) 2 versus 4 capability

(c) fighter-fighter data link

(d) replaced aircraft model generated video with computer generated imagery

(5) Completed FY-88 modification of 2F95 simulator which included:

(a) upgraded instructor/operator station

(b) expanded strip chart capabilities

(6) A contract for Digital Radar Land Mass Simulation (DRLMS) was awarded to Merit Inc., Plano, TX.

d. Tactical Air Combat Training Systems (TACTS) milestones achieved in 1990:

(1) Construction was completed on the new Oceana TACTS building in August. Completion of the 36 aircraft TACTS range capability is scheduled for February 1991 with initial operating conditions (IOC) scheduled for 1 June 1991.

(2) Procurement contract for the tactical interface module system (TIMS) was awarded in 1990 for delivery in January 1992. TIMS acquisition will significantly enhance AIM-54 simulation and AWG-9 weapon system debriefs.

e. COMFITWING ONE initiated F-14 air-to-ground training. Milestones accomplished include:

(1) Convened initial Strike Warfare Team meeting, March 1990, to identify Plan of Action and Milestones (POA&M) to implement air-to-ground capability for the F-14 community.

(2) Revised squadron Required Operational Capability/Projected Operational Environment (ROC/POE) to reflect air-to-ground mission.

(3) Incorporated air-to-ground syllabus at the Fleet Readiness Squadron.

(4) Revised training and readiness matrix to reflect air-to-ground mission.

(5) Conducted F-14 air-to-ground FRS training for two air wings which included VF-33, 102, 142 and 143. Completed ground school for VF-41 and VF-84.

(6) Initiated development of Advanced Air-to-Ground Training (AARP).

f. TARPS milestones achieved:

(1) Conducted test and evaluation of KS-153A (610mm) camera and AN/ASQ-197 SL/DDS combination providing increased stand-off capability during the F-14 Recce mission.

(2) Four TARPS squadrons were outfitted with KS-153 camera assets prior to deployment in Operation DESERT SHIELD/DESERT STORM.

g. Participated in 44th F-14 Software Change Review Board (SCRB) in August. Hosted Air-to-Air Missile Operational Advisory Group in October. Participated in F-14 Operational Advisory Group (OAG) in November. Participated in Fighter Tactics Development Committee (FTDC) meeting in November.

h. Performed additional research and expedited request for fleet introduction of F-14 Bol chaff dispenser.

5. Safety During calendar year 1990, Fighter Wing ONE aircraft flew a total of 71,891 hours with only one Class "A" mishap. This outstanding record determined a major mishap rate of 1.39 per 100,000 flight hours; down by over 2.97 per 100,000 flight hours since CY-89.

BIOGRAPHY

CAPTAIN RICHARD W. POTTER, U.S. NAVY

Captain Richard W. Potter was born in (b) (6) and graduated with a B.A. in Business Administration from Luther College in May 1969. He received his commission in March 1970 through the Naval Aviation Officer Candidate School and was designated a Radar Intercept Officer in November 1970.

Upon completion of replacement training in the F-4 "Phantom II" with Fighter Squadron 121, he reported to Fighter Squadron 151 in December 1971. He deployed in USS MIDWAY (CV 41) in April 1972 to Southeast Asia where he flew 155 combat missions. After a second Western Pacific deployment in which he participated in the USS MIDWAY'S change of homeport to Yokosuka, Japan, Captain Potter reported as the Personal Aide to the Deputy Chief of Naval Operations (Air Warfare) in May 1974.

Following completion of F-14 transition training at VF-124, Captain Potter reported to VF-1 in April 1977 where he deployed to the Western Pacific and Indian Oceana in USS ENTERPRISE (CVN 65). Captain Potter was ordered to the Command and Staff College in Newport, Rhode Island in August 1979. After graduating with distinction in June 1980, Captain Potter reported to the Naval Military Personnel Command where he served in the Air Combat Placement Branch as Training Command and Fighter Placement Officer.

In November 1981, Captain Potter reported to VF-101 for F-14 refresher training prior to reporting as Air Wing Operations Officer with Carrier Air Wing ONE in USS AMERICA (CV 66). During his tour, Captain Potter deployed to the North Atlantic, Mediterranean and Indian Oceana.

Captain Potter served as the Administrative Assistant/Aide to the Vice Chief of Naval Operations prior to reporting to VF-142 as Executive Officer in January 1986. On 16 April 1987, Captain Potter assumed command of VF-142. During this tour the squadron completed work-ups and a Mediterranean deployment in USS DWIGHT D. EISENHOWER (CVN 69).

Prior to assuming command of Fighter Wing ONE on 17 May 1990, Captain Potter served as Deputy Commander, Carrier Air Wing ONE where he deployed to the Mediterranean and Indian Ocean in USS AMERICA (CV 66).

During his career, Captain Potter has been awarded the Distinguished Flying Cross, four Meritorious Service Medals, one individual Air Medal, ten Strike/Flight Air Medals, five Navy Commendation Medals with Combat "V", the Navy Achievement Medal and various campaign and service medals.

Captain Potter is married to the former (b) (6). They live in (b) (6) with their (b) (6).

FORMER WING COMMANDERS

Captain Eugene Bezore	1 July 1971 - 4 January 1972
Captain Wilbert D. Knutson	4 January 1972 - 16 July 1974
Captain Lowell R. Myers	16 July 1974 - 27 August 1975
Captain Gerald L. Riendeau	27 August 1975 - 27 August 1976
Captain John S. Disher	27 August 1976 - 28 April 1978
Captain Samuel C. Flynn, Jr.	28 April 1978 - 31 July 1980
Captain Robert E. Tucker, Jr.	31 July 1980 - 2 April 1982
Captain Frederick L. Lewis	2 April 1982 - 7 October 1983
Captain Roy Cash, Jr.	7 October 1983 - 7 February 1985
Captain Donald L. McCrory	7 February 1985 - 21 February 1986
Captain John J. Manning, Jr.	15 September 1986 - 9 August 1988
Captain Curtiss W. Schantz, Jr.	9 August 1988 - 17 May 1990

